

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

Claim 1 (Canceled)

Claim 2 (Currently Amended)    A vehicle steering wheel, comprising:

a hub,

a steering wheel rim arranged radially distanced from said hub, and

at least one spoke having at least one spoke section,

said steering wheel rim and said spoke comprising a structure,

said structure having inner and outer parts completely spaced apart such that said inner and outer parts do not directly contact each other, and

a vibration-decoupling means for isolating vibration and bridging a distance between said inner and outer parts, so that forces from one of said inner and outer parts are transmitted to the other one of said inner and outer parts via only said vibration-decoupling means, said vibration-decoupling means acting in all directions and isolating said steering wheel rim vibrations from said at least one section of said spoke, said inner and outer parts being connected to each other by only said vibration-decoupling means and being otherwise completely disconnected, The vehicle steering wheel

~~according to Claim 1,~~ wherein said vibration-decoupling means is provided at a transition point of said spoke to said steering wheel rim.

Claim 3 (Currently Amended) A vehicle steering wheel, comprising:

a hub,

a steering wheel rim arranged radially distanced from said hub, and

at least one spoke having at least one spoke section,

said steering wheel rim and said spoke comprising a structure,

said structure having inner and outer parts completely spaced apart such that said inner and outer parts do not directly contact each other, and

a vibration-decoupling means for isolating vibration and bridging a distance between said inner and outer parts, so that forces from one of said inner and outer parts are transmitted to the other one of said inner and outer parts via only said vibration-decoupling means, said vibration-decoupling means acting in all directions and isolating said steering wheel rim vibrations from said at least one section of said spoke, said inner and outer parts being connected to each other by only said vibration-decoupling means and being otherwise completely disconnected, ~~The vehicle steering wheel according to Claim 1,~~ wherein said vibration-decoupling means is provided inside said spoke and separates spoke sections from each other in terms of vibrations.

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Claim 4 (Currently Amended) A vehicle steering wheel,  
comprising:

a hub,

a steering wheel rim arranged radially distanced from  
said hub, and

at least one spoke having at least one spoke section,

a structure comprising said steering wheel rim and said  
spoke,

said structure having inner and outer parts completely  
spaced apart in a radial direction with respect to a  
rotational axis of said steering wheel such that said inner  
and outer parts do not directly contact each other, and  
a vibration-decoupling means for isolating vibration and  
bridging a distance between said inner and outer parts, so  
that forces from one of said inner and outer parts are  
transmitted to the other one of said inner and outer parts via  
only said vibration-decoupling means, said vibration-  
decoupling means acting in all directions and isolating said  
vibrations from said at least one section of said spoke, said  
inner and outer parts being connected to each other by only  
said vibration-decoupling means and being otherwise completely  
disconnected, The vehicle steering wheel according to Claim 1,  
wherein said vibration-decoupling means is formed by a bearing  
having a surface engaging said at least one section of said  
spoke, said bearing being configured to transfer steering  
forces in all directions between said inner and outer parts.

Claims 5-9 (Canceled)

Claim 10 (Currently Amended) The vehicle steering wheel according to ~~claim 1~~ claim 2, wherein spoke sections of said spoke have fastening flanges which overlap each other.

Claim 11 (Currently Amended) The vehicle steering wheel according to ~~claim 1~~ claim 2, wherein said spoke is defined by two separate spoke sections which are connected with each other by a bearing which surrounds said spoke sections and defines said vibration-decoupling means.

Claim 12 (Currently Amended) The vehicle steering wheel according to ~~claim 1~~ claim 2, wherein said steering wheel rim has a skeleton ring with radially inwardly protruding projections of sheet metal which projections are bent such that they engage an end of said spoke facing said skeleton ring.

Claim 13 (Previously Presented) A vehicle steering wheel, comprising:

a hub,

a steering wheel rim, and

at least one spoke having at least one spoke section,

a skeleton for said steering wheel rim and said spoke,

said skeleton being interrupted in a region between said spoke section and said steering wheel rim to define two separate skeleton parts, and

a vibration-decoupling means attaching said skeleton parts to each other, said vibration-decoupling means acting in

all directions and at least largely isolating said steering wheel rim in terms of vibrations from said at least one section of said spoke,

said vibration-decoupling means being formed by a bearing,

said bearing comprising a pin, a receiving shell for said pin and an elastic equalizing element between said receiving shell and said pin,

said steering wheel rim having a skeleton ring and wherein one of said pin and said receiving shell is fastened to said skeleton ring, said spoke comprising said receiving shell and said pin, respectively.

Claim 14 (Previously Presented) A vehicle steering wheel, comprising:

a hub,

a steering wheel rim arranged radially distanced from said hub, and

at least one spoke having at least one spoke section,

a skeleton for said steering wheel rim and said spoke,

said skeleton being interrupted in a radial direction between said spoke section and said steering wheel rim to define radial inner and radial outer skeleton parts separated and distanced from each other so that immediate force transmission in a radial direction between said radial inner and radial outer skeleton parts is interrupted, and

a vibration-decoupling means bridging a distance between said skeleton parts and attaching said skeleton parts to each

other, so that forces from one skeleton part are transmitted to the other skeleton part via said vibration-decoupling means, said vibration-decoupling means acting in all directions and isolating said steering wheel rim in terms of vibrations from said at least one section of said spoke, wherein said vibration-decoupling means is formed by a bearing, wherein said bearing comprises a pin, a receiving shell for said pin and an elastic equalizing element between said receiving shell and said pin.

Claim 15 (Canceled)

Claim 16 (Currently Amended) The vehicle steering wheel according to ~~claim 1~~ claim 2 wherein said vibration-decoupling means is elastic.

Claim 17 (Currently Amended) The vehicle steering wheel according to ~~claim 1~~ claim 2 wherein said inner and outer parts are not integrally formed with each other.

Claim 18 (New) The vehicle steering wheel according to Claim 3, wherein spoke sections of said spoke have fastening flanges which overlap each other.

Claim 19 (New) The vehicle steering wheel according to Claim 3, wherein said spoke is defined by two separate spoke sections which are connected with each other by a bearing

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which surrounds said spoke sections and defines said vibration-decoupling means.

Claim 20 (New) The vehicle steering wheel according to Claim 3, wherein said steering wheel rim has a skeleton ring with radially inwardly protruding projections of sheet metal which projections are bent such that they engage an end of said spoke facing said skeleton ring.

Claim 21 (New) The vehicle steering wheel according to claim 3 wherein said vibration-decoupling means is elastic.

Claim 22 (New) The vehicle steering wheel according to claim 3 wherein said inner and outer parts are not integrally formed with each other.